

TELEGRAPH.

Another Destructive Fire in New York.

The Housatonic Railroad Disaster.

25,000 Applications for Pardon Received.

The Pardon Brokerage to be Stopped.

Promotion of Major General Hancock.

Reduction of the Naval Expenses.

Joe Johnston and Jeff. Davis.

Preparations for the Trial of the Arch Traitor.

NEW YORK, Aug. 22.—The fire in Water and South streets, yesterday, destroyed the Housatonic Warehouse, a very large six-story building, containing over half a million dollars' worth of tea and coffee. Four firemen were badly injured by a falling wall. The loss was estimated at \$1,000,000. The warehouse was owned by Messrs. Sturges & Co., and principally insured.

A Bridgeport (Conn.) dispatch states that the coroner's jury gave the bodies of the eleven persons killed on the Housatonic Railroad, on the 15th inst., has rendered a verdict that the disaster was caused by culpable neglect and want of proper caution on the part of the road.

The Tribune's Washington special says the Chicago and Northwestern Railroad Company having furnished the General Land Office with a map of the new line of said road, authorized by a resolution of Congress, approved April 25, 1892, instructions have been issued to the land officers at Keosauqua, viz: That sections of the original route are still held in reservation as entering to that State for the railroad; that the sections within six miles of the original route are reduced to \$1.25 per acre; and that the even sections within six miles of the new route are reduced to \$2.50 per acre; that parties who have purchased within six miles of the original line and paid \$2.50 per acre, and not bought within six miles of the new line, their heirs or assigns shall be allowed to change such location to the new line.

Up to this date about 25,000 applications for pardon have been received at the Attorney General's office. Those who, in the opinion of the Attorney General, have just claims to executive clemency are duly recommended and forwarded to the President for his action.

It is said, on the authority of an officer of the Department of the State, that the signature of the President to the pardon of more than one thousand applications for pardon. The number daily announced as pardoned are simply the names of recommended and forwarded from the office of the Attorney General. The President has exercised the utmost caution and discretion in the matter of pardons and has invariably rejected all applications unless sufficient reasons were produced to show the necessity for executive clemency.

The President is somewhat annoyed at the fact that certain persons have been accepting pardon for their influence in obtaining pardons. It is stated to-day by reliable sources that the President has been investigating each case himself, and only granted such petitions as recommended themselves to clemency. Some of those who have been pardoned have been further considered, to which he significantly replied it would be some time before many more pardons would be granted.

Gen. Hancock has been promoted Major General in the regular army.

Two hundred paymasters are to be discharged from the navy the present week. All sections in the Mississippi Department having less than two years to serve will be immediately discharged. The entire naval force is soon to be reduced to ten thousand.

The Victoria South agent of the Treasury Department, who was wrecked on the steamer Golden Rule, reports that after being five weeks in the water and with the help of divers and wreck vessels he has recovered only a hundred and forty thousand dollars of the million and a half of Treasury notes lost in the wreck, indicating that the safe had broken to pieces.

A revenue cutter is to be sent to the relief of Mr. Smith.

The Herald's Fort Monroe correspondent says that preparations indicate the forthcoming speedy trial of Jeff. Davis there. Additional restrictions have been placed upon admission to the fort. Joe Johnston when at Fort Monroe was asked if he would like to see Jeff. Davis, and said, "I don't wish to see him or hear his name mentioned ever."

Steamer City of Baltimore arrived this morning. News anticipated.

The Times' special says the officers who receive resignations at Washington have no knowledge of the reception of the resignation of Gen. Lee as an officer.

The President has returned from his excursion, much improved in health.

Hon. Alfred Ely has been subpoenaed as a witness against Wirtz, and not for him, as has been stated.

S. Nicholson has been assigned as commander of the Navigation Department at Washington.

WASHINGTON, August 22.—The Chronicle of this morning says: From an official who has just returned from a brief trip through some of the Southern States where he went on official business, we have full confirmation of the reports which have recently come from these localities of the utter destitution of the South, and of the desire of the people at the South to ally themselves to the Government of the United States.

The Chronicle adds: From all accounts it appears that if a fair expression of public opinion can be obtained, the people of the South will be ready to accept of the Government of the United States.

CINCINNATI, Aug. 22.—River fallen two inches. Heavy rain last night, but clearing up.

PITTSBURGH, Aug. 22.—River 3 feet 6 inches by pier mark and falling. Heavy rains last night and this morning.

On the falls there were 25 inches water, and the river abatement station last evening. At Cincinnati the river had only fallen 2 inches at noon yesterday, with a heavy rain the night previous.

At Pittsburgh there were 3 1/2 feet water in the channel and falling.

Ruth, for New Orleans papers of the 13th, and a river memorandum, forwarded from Cairo. The Ruth went to St. Louis full of passengers, and on her arrival, we have heretofore stated in the Press, her present officers, Capt. Pegram, and the clerks, Messrs. Smith and Walker, retire from the boat. The latter may be looked for here in a day or two.

The Irene, Capt. Darby, was taken to the canal dock yesterday to be hauled out and repaired.

The Gen. Buell took the freight of the United States, together with her passengers, and the latter turned back to Cincinnati.

Unless we later make another move, both the United States and Gen. Buell will be compelled to suspend their trips in the daily mail line. The light Potomac has been chartered to take the evening freight line, and the Gen. Buell will be transferred to the morning line.

The St. Nicholas, of the People's Line, continue to make their regular trips between this port and Cincinnati.

The Rose Hite has been withdrawn from the Louisville and Henderson mail packet trade, and the Star Grey Eagle yesterday took her place as the regular Tuesday and Friday packet. She goes out in charge of Capt. Buice, with Frank Banks with in the office.

The St. Patrick, Capt. Geo. Hart, was due from Memphis last night.

The St. Patrick is the regular Wednesday packet for Cairo, Memphis, White, and Arkansas rivers. She starts punctually at 5 o'clock from Portland, taking freight and passengers to all ways points, and signaling through bills of lading at packet rates.

Capt. Hart is a very popular officer, and the Rose Hite is a favorite in the trade.

The St. Charles is the People's Line packet for Cincinnati at noon to-day, and the Gen. Buice is the regular mailboat to-day.

The New Orleans Pinyane of the 13th reports the levee full of cotton, and business, and was thronged with people.

The weather was dry and warm, the moon at 10. The Mississippi was rising slowly, being about 5 feet below the high water mark.

The National, Capt. Montgomery, from this port, was at New Orleans on the 13th, and had her sign out for Red River.

Capt. Montgomery is with the National, and has her sign out for the Judge Fletcher, Majestic, Louis D'Or, B. L. Lodge and Admiral, all for Red River.

The National is the regular Wednesday packet for New Orleans west of all full prices. The Carra Bassett bought by P. C. Avery & Co., at \$19,500, bought by Capt. Finnegun, at \$14,000, and the National at \$18,000, and Fort Gaines at \$9,500.

The Fort Smith Era of the 14th says the "oldest inhabitant" can hardly remember ever to have seen the "raging Arkansas" in better state for navigation at this late season.

For more than half a century the river has been almost as high as it is now in the spring, which must have been caused by heavy rains, or the late melting of the snow on the mountains, both together.

Capt. Conway and Billy Brinker, formerly of the Brilliant, are now on the Cincinnati and Memphis packet Robt. Burns.

The Tribune's Journal says that Capt. Dan Clark has sold the National for \$13,000. The Dunkerson, somewhat smaller than the Ruth, is about the only Evansville packet.

At St. Louis on Monday the Mississippi was falling rapidly. The Illinois was stationary and high. The Missouri was falling, and the Kentucky was stationary.

The Sugar State reports five feet on the Upper Rapids, and four feet on the Lower Rapids.

No. 2 had arrived at New Orleans on the 13th with 327 bales of cotton from Fulton, Arkansas.

The E. W. Becknell, from Shreveport, with 1,102 bales of cotton, and the Trent had arrived with 963 bales. The Market Boy, from Monroe, Louisiana, with 224 bales of cotton.

There are three regular weekly packets plying between New Orleans and Vicksburg, the Fashion, Peytona, and Luminaria.

The Nyanza, one of the sheet-iron gunboats sold at New Orleans, was taken by Captain Finnegun for the Mobile and Alabama.

The Hard Times arrived at Pittsburgh Sunday, and the Centralia left Pittsburgh for St. Louis.

Capt. Engle, from Memphis with the 57th Ohio Infantry on board, was at Cairo on Sunday morning.

We learn from the St. Louis Democrat that the 1st of the 57th Ohio Infantry was sold to Charles A. Morris at the rate of \$40,000 for the boat. She will run up the Missouri. The Tacoma had been plying between this port and Cincinnati for St. Louis, and the tugboat takes the place of the Clifton in the Memphis trade.

MEMORANDA.—Stemmer Ruth left New Orleans August 13th, at 5 P. M. In port, for St. Louis, steamers Ida Handy, M. S. Meppan, and White Cloud. 14th, met at Cincinnati at Bayou Saint Louis, R. Arthur at Vicksburg; 17th, Magnolia, Lake Providence; 18th, Ben Stuckey at Cairo Island, and Von Phil at President's Island. Delivered 40 bales of Natchez, Vicksburg, and Memphis; discharged at Memphis 200 bales of cotton and 75 tons of assorted merchandise. Two hundred and ninety-four cabin passengers, but few on deck.

IMPORTS BY THE RIVER.

CINCINNATI, PER ST. CHARLES—10 bags coffee, 100 boxes of sugar, 100 boxes of rice, 100 boxes of flour, 100 boxes of corn, 100 boxes of wheat, 100 boxes of barley, 100 boxes of oats, 100 boxes of hay, 100 boxes of straw, 100 boxes of wood, 100 boxes of coal, 100 boxes of oil, 100 boxes of wine, 100 boxes of spirits, 100 boxes of tobacco, 100 boxes of sugar, 100 boxes of rice, 100 boxes of flour, 100 boxes of corn, 100 boxes of wheat, 100 boxes of barley, 100 boxes of oats, 100 boxes of hay, 100 boxes of straw, 100 boxes of wood, 100 boxes of coal, 100 boxes of oil, 100 boxes of wine, 100 boxes of spirits, 100 boxes of tobacco, 100 boxes of sugar, 100 boxes of rice, 100 boxes of flour, 100 boxes of corn, 100 boxes of wheat, 100 boxes of barley, 100 boxes of oats, 100 boxes of hay, 100 boxes of straw, 100 boxes of wood, 100 boxes of coal, 100 boxes of oil, 100 boxes of wine, 100 boxes of spirits, 100 boxes of tobacco, 100 boxes of sugar, 100 boxes of rice, 100 boxes of flour, 100 boxes of corn, 100 boxes of 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